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No. 16,418. 第一十年二月一日五初日 HONGKONG, TUESDAY, DECEMBER 6TH, 1910. 二月六日一百九十一九年六月六日 二月六日

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The Daily Press.

HONGKONG, DECEMBER 6TH, 1910.

If the speeches of the political leaders be accepted as a criterion, the most important subject under consideration at the present time in Great Britain is not Tariff Reform, Home Rule (Federal or otherwise), or the constitution of the House of Lords, but the Referendum. British politicians have hitherto manifested little more than an academic interest in this expedient. Indeed, it was scarcely regarded as coming within the regions of practical politics, but now, with little or no warning, it is submitted to the electorate as a matter of prime importance.

The value of the Referendum is not gainsaid by either of the great political parties. They differ, according to the reported utterances of responsible politicians on either side, as to its practicability. Unionists and Liberals, as well as Labourites, are agreed that the present party system fails where it is necessary that a clear and definite answer on certain issues should be obtained, and any expedient offering a practical solution of this difficulty is certain to command the attention of serious-minded politicians. The only suggestion so far offered is the Referendum, but, until the breakdown of the conference appointed to consider the question of the constitution of the House of Lords, the submission of one proposed public measure or law to the electorate for a direct expres-

sion of opinion was tacitly placed among the ideals not likely to be realised for a considerable period or relegated altogether to the Greek Kalends. But change has come over the political situation. No longer is the Referendum mentioned as a passing comment. It is being soberly and seriously discussed, and, as recent telegrams indicate, Mr. BALFOUR has affirmed his willingness to accept challenge to have a Referendum on the subject of Tariff Reform. The position is treated with contempt by the PRIME MINISTER, who, without mincing matters, has declared that any statesman who seriously advocated such a scheme for Great Britain would be fit for Bedlam. Strong words truly, and suggestive of a lack of restraint unbecoming such an exalted servant of the Crown. Of course, it can be seen that Mr. ASQUITH has a different conception of the Referendum to that held by Mr. BALFOUR. The latter is chiefly concerned with a mandate from the people on the subject of Tariff Reform. The PREMIER, on the other hand, is evidently condemning a recurrent Referendum as likely to create great financial burdens upon the nation. Thus, it becomes apparent that these protagonists are not agreed upon their terms. They are discussing different propositions, and consequently their divergence of opinion is greater than it ought to be.

The one great example of the Referendum in operation is furnished by Switzerland. It has been contended that the Swiss Referendum is a form of local revision which could not be imitated successfully in the United Kingdom, and it is pointed out that the only comparison between voting on Swiss laws is the local plebiscites taken in cities in Great Britain or, in words, on free libraries and kindred questions. The differences between the populations of the two countries make it difficult to establish an analogy which would be of value. Other pertinent objections are that no other modern State betrays an inclination to adopt the Swiss Referendum, and that the unceasing general elections in miniature would involve a vast outlay of money. It will be readily admitted that these objections possess considerable force, but it seems to us they are not valid to the proposition submitted by Mr. BALFOUR. He does not contemplate successive elections in miniature. All he asks is a mandate from the electorate on the subject of proposed fiscal changes. Admittedly, it is a novel suggestion, and one, like Tariff Reform itself, which calls for considerable elucidation before it can be grasped by those with whom the decision of the issue lies. The expense of such a direct appeal to the nation will be urged as a reason against it, but surely even the two million sterling—the estimate made by opponents of the amount each Referendum will cost—will be well expended if it removes this question of Tariff Reform from the tangle of issues before the electorate? Of course, if the country decided in favour of preferential tariffs it would be rather awkward for the Free Trade Government in power. They would either have to carry out the mandate themselves or resign and allow the other party to do it. If the answer favoured the maintenance of Free Trade then the Liberal Ministry would be justified in the attitude it has adopted. But one Referendum, or even three, on the most vital questions before the country would, by the definite answers obtained, be well worth the cost. The issues at subsequent General Elections would be clarified and simplified, and the real opinion of the country would be obtained, which, after all, is the consummation all parties devoutly wish to be realised.

The Caledonian Ball held at Shanghai on St. Andrew's Night is described as a brilliant success.

Manila newspapers report that the China Sea is maintaining its reputation this year, and remark that it is "still heating."

Only two cases of communicable disease were notified in the Colony last week—one a case of enteric fever and the other a case of pulmonary fever.

Discussion is taking place in Shanghai as to the falling off in the number of entrants for the International Walk, and fears are expressed that it may have to be abandoned.

The coolie who was charged with indecent behaviour at Kowloon last week again appeared before Mr. J. R. Wood at the Magistracy yesterday. After hearing further evidence his Worship convicted the defendant and sentenced him to three months' imprisonment.

In the action by Messrs. Hall & Holtz, Ltd., against B. Jones in the Consular Court, at Hankow, to restrain the defendant, from carrying on the trades of tailor, draper, etc., Mr. Bailey appeared for plaintiffs and Mr. Frost for defendant. Judgment was given on November 26th granting an injunction against Jones acting as draper or outfitter's assistant to the party to pay their own costs.

A report of the proceedings in connection with the court martial as to the loss of H.M.S. Bedford appears on page five.

It is understood that early in the spring three of the submarines now at Portsmouth will be sent to Hongkong.

Sir JC in Jordan, the British Minister in Peking, accompanied by Lady Jordan and Miss Jordan, left London for Peking on November 15th.

The Bishop of Macao arrived in Hongkong yesterday. His visit is not dictated by affairs at Macao. He is simply here for a short change and rest.

H. E. Yuan Shih-kai is reported to be so unwell that Dr. G. Meany, of the Imperial Medical College, Tientsin, has left to visit him professionally.

The Buffs have left Hongkong, and the place to which they have imparted so much sporting vice will know them no longer. They were all aboard the transport *Harding* in good time and the steamer departed about noon. Their departure will be regretted by the community.

Sentence of seven days' imprisonment was imposed on a coolie by Mr. E. R. Halifax at the Magistracy yesterday for stealing a chicken. Defendant in his statement said he saw the bird in the vicinity of a blacksmith's shop at Aplichau. He fed it with some rice and it followed him, so he picked it up and carried it.

As the result of a quarrel between two aged Chinese women at Stanley last Saturday night one was removed to hospital and the other was charged before Mr. J. R. Wood at the Magistracy with assault. It appears that in the course of the fight the woman in hospital went off into a fit from which she did not recover until after nine o'clock on the following morning. As she was not well enough to appear in court yesterday the hearing of the case was adjourned.

Maurice Cummins, a distressed British seaman from Shanghai, appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of being drunk and incapable. He was found lying stretched across the train line in Des Voeux Road on Saturday night and removed to the West Point police station. He passed the day there on Sunday singing and dancing, and on appearing before his Worship yesterday was ordered to pay a fine of \$3 or go to prison for seven days.

A Chinese was summoned before Mr. J. R. Wood at the Magistracy yesterday for assaulting Mr. V. G. S. Rose, of 5, Morrison Hill Gap, on Saturday night. It appears that the complainant and a bluejacket, when walking near the Soldiers' Club, saw a native behaving indecently and caught hold of him. The defendant and another man jostled Mr. Rose and liberated the man he held, and the defendant kicked complainant on the leg. His Worship pointed out that Mr. Rose had no right to interfere, and discharged the defendant.

Chinese hooligans have been recently making their presence felt in the vicinity of the Empire Cinematograph and the new skating rink. From dropping stones on the roofs they have passed to the more dangerous peak of throwing them through the windows, and have also been cutting holes in the walls of the buildings. Six of the offenders were charged before Mr. E. R. Halifax at the Magistracy yesterday. Two whist stones, one of which hit an attendant, were each sent to gaol for a month without the option of a fine. Three more were each fined \$25 or five weeks' imprisonment and another was ordered to pay a fine of \$30, in default six weeks' incarceration.

THE INSURANCE COMPANY PROSECUTION.

A \$6,100 FINE.

At the Magistracy yesterday afternoon Mr. E. R. Halifax delivered his decision in the case in which Tun, Tee Kong, general manager of the Hop On Insurance Company, was summoned by Mr. G. H. Wakeman, the Registrar of Companies, for doing business in the Colony on behalf of the Wah On Insurance Company, without having registered and made the deposit required by the Life Insurance Ordinance.

Mr. H. L. Dennis, Acting Crown Solicitor, prosecuted and Mr. Otto Kong Sing appeared for the defendant.

His Worship stated that he intended to convict the defendant and fine him \$20 a day, taking the time from the publication of the advertisement till the date of the summons.

Mr. Kong Sing—Fine him what you Worship?

His Worship—Twenty dollars a day from the 10th January till the 10th November. That is 305 days.

Mr. Kong Sing—Will you Worship grant leave to appeal?

His Worship—On what grounds?

Mr. Kong Sing—Fact and law.

Mr. Dennis—My friend knows he must give a written notice.

Mr. Kong Sing—Yes.

His Worship—I wish to know your grounds first.

Mr. Kong Sing—I think they are apparent.

His Worship—I think you'd better put them in writing in the usual way. You have seven days, of course. Perhaps it would meet the case if I allowed a week for payment.

Mr. Kong Sing—If your Worship pleases.

Mr. Dennis—I have no objection.

His Worship—One week is granted for payment.

TELEGRAMS.

[Protected by the Telegraph Message
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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

POLITICAL PROSPECTS.

LONDON, December 5th.

The Unionists have not done so well as was expected, but if the proportion of Unionist gains be maintained the result will be awkward for the Government.

DEATH OF MRS. EDDY.

LONDON, December 5th.

Reuter's correspondent at Boston telegraphs that Mrs. Eddy, the foundress of Christian Science, is dead.

[Mrs. Mary Baker Glover Eddy, the discoveror and founder of Christian Science, was born at Bow, N.H., U.S.A., and was educated at private schools and by private tutors. Her first husband was Major George W. Glover, her second Daniel Patterson, D.D.S., and her third Asa G. Eddy. Mrs. Eddy, who was a Congregationalist, discovered Christian Science in 1866, began teaching it the following year, and organised the Church of Christ, Scientist, in Boston, in 1879. In 1881 she was ordained to the ministry, and the same year founded the Massachusetts Metaphysical College in Boston. Two years later she founded the Christian Science Journal, in 1893 the Christian Science Sentinel, in 1898 the Herald of Christian Science, and in 1903 the Christian Science Monitor (Italy). She has published a number of works on Christian Science, including the Text Book of Christian Science.]

TURKISH GOVERNMENT CRITICISED.

LONDON, December 5th.

It is reported from Constantinople that in the Chamber both Moslem and non-Moslem Deputies scathingly criticised the Government's home policy, which Deputy Tewfik Riza declared would terminate in tyrannical rule.

FLOODING IN FRANCE.

LONDON, December 5th.

Alarming floods have occurred in France, particularly in the Loire Valley.

The situation in Paris has become less threatening.

EXTENSIVE FLOODS IN ENGLAND.

LONDON, December 5th.

Extensive floods are reported from the Fens and from the basins of the Trent and the Severn.

HELP FOR THE NATIONALISTS.

LONDON, December 5th.

It is reported from Boston that the United Irish League yesterday forwarded to the Nationalists another ten thousand dollars.

NEW SOLICITOR ADMITTED.

At the Supreme Court yesterday Mr. Leonard Ronald Needham was admitted a solicitor.

Mr. M. W. Slade, K.C., in making the motion, said—My Lord, in this matter I move in pursuance of the notice that Mr. Needham be admitted as attorney, solicitor, and proctor of this honourable Court. The motion is supported by affidavit by Mr. Needham himself and Mr. Harston, who knows him personally. His certificates are produced and a document of identification from a solicitor in Worcester, where he has been practising, is also produced and annexed to the affidavit. On these facts I move for his admission.

His Lordship (Sir F. Pigott)—The affidavits and papers are in order. Mr. Needham, we have very much pleasure in welcoming you to this Court and we hope that your stay in Hongkong will be enjoyable.

Mr. Needham—Thank you, my Lord.

Mr. Needham has joined the firm of Messrs. Ewens and Harston.

Queue cutting is proceeding apace in Hongkong, and it is estimated that those who have been shorn of their long coils of hair in Hongkong number many thousand. An interesting ceremony was witnessed at the Chinese Club on Sunday morning, when six patriarchal citizens had their queues cut in public, an example which was followed by hundreds the same day.

In others, local institutions would gain in the

CORRESPONDENCE.

DIRECTORS AND AUDITORS OF HONGKONG COMPANIES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS".]

SIR.—I have read with considerable satisfaction in your weekly edition the long letter addressed to you by Mr. A. R. Lowe in regard to the auditorship of the Canton Insurance Company.

The merits of this particular case I do not intend to review, nor do I intend to discuss the relative merits of the various recognised institutes and societies appertaining to accountancy and the auditing of the accounts of public companies. Men of business, at any rate men at the head of the management of public companies, even in Hongkong, should beware of the value of those societies and of the qualifications requisite to secure fellowship, and should be at all times ready and anxious to obtain the services of the best-qualified accountants for the audit and certification of their accounts. If they are not so anxious, then shareholders gifted with an ordinary amount of acumen should have their interest aroused, even if they entertain no suspicion of the honesty and straightforwardness of the management. For it may be postulated that no set of business men desirous of obtaining the highest degree of efficiency in the conduct of a public company will resent honest criticism and advice if advanced by specially-trained experts.

The science of accountancy and the auditing of accounts means something more than the mere checking of book entries with the vouchers submitted for inspection. It was with the highest degree of satisfaction, therefore, that I, in 1879, in 1881 she was ordained to the ministry, and the same year founded the Massachusetts Metaphysical College in Boston. Two years later she founded the Christian Science Journal, in 1893 the Christian Science Sentinel, in 1898 the Herald of Christian Science, and in 1903 the Christian Science Monitor (Italy). She has published a number of works on Christian Science, including the Text Book of Christian Science.]

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CANTON-KOWLOON RAILWAY.

OPENING OF FIRST SECTION ON THE CHINESE LINE.

Yesterday, length of twenty nine miles of the Chinese section of the Canton-Kowloon railway was formally opened to traffic with a fitting ceremony, to which between four and five hundred guests were invited. There was a reception at 10.30 a.m. at Tai Shu Tou, the Canton station, which was gaily decorated with flags and festoons of greenery. A guard of honour consisting of about a hundred foreign-drilled troops, and a military band were in attendance, but we cannot say that the troops are to be congratulated on "a smart appearance," or that the Band has attained any great proficiency. At 10.45 a train of eight carriages left the station conveying the guests over the line as far as Tong Mei, a distance of twenty-four miles. The engine was decorated with ribbons and flowers, and as it moved out of the station it was christened with a bottle of champagne. The line passes through fertile country where not only rice and vegetables are extensively cultivated but fruit as well—lychees, peaches, bananas and carambolas. Fields of sugar-cane and tea gardens were also to be observed. The whole aspect of the country was pleasing, and the journey most interesting to all who had never seen it before. On this section of the line there have been no engineering difficulties to surmount, but shan flights have made the work exciting at times, for the sections have often been divided by the track, and each appears to be well supplied with old cannon balls which are duly collected by the combatants after each affray. An incident of this kind occurred about fifteen miles up the line on Sunday night, and the trenches dug by the warriors on either side of the line were an object of interest to guests on the train. Mr. Thompson, a member of the Railway Administration's staff, was in charge of the locomotive yesterday. The schedule allowed an hour for the journey each way, but it was accomplished in about fifty minutes, the locomotive developing a speed of 37 miles an hour in some places. Comparisons are odious, but no one acquainted with other railways in South China can fail to remark the vast superiority of the Canton-Kowloon railway over all others in this part of China, in all the aspects of its construction and equipment. This line over its entire length will constitute a splendid testimonial to British engineering. The carriages are similar to those on the British section, the bodies having been built from the same designs by the Hongkong and Whampoa Dock Co.

After the return from the trip an excellent luncheon was provided at the Tai Shu Tou station, to which three or four hundred guests were invited. The catering was entrusted to Mr. H. Haynes of the Canton Hotel, who discharged a heavy responsibility with his accustomed success.

The Provincial Judge presided in the absence of H.E. the Viceroy, and seats at the cross table were allotted to H.E. Wei Han, the Salt Commissioner, the Deputy Tartar General, Admiral Li, H. E. Tong, the Junior Tartar General, the Taotai of Industry, the Chairman of the Provincial Assembly (who was absent) Mr. J. W. Jamieson C.M.G. (Consul General for Great Britain), Mr. E. S. Lindsey (Manager and Chief Resident Engineer of the British section of the line), Mr. C. Clementi (Assistant Colonial Secretary of Hongkong), the Hon. Mr. E. Osborne, the Hon. Mr. H. E. Pollock, K.C., Mr. Murray Stewart, Mr. John Johnstone (representing the British and Chinese Corporation), Mr. N. J. Stabb (Acting Chief Manager of the Hongkong and Shanghai Banking Corporation), Mr. A. H. Harris (Commissioner of Customs (Kowloon), Col. Wrigley, E.E., and Mr. Frank Grove (Chief Engineer of the Chinese section). Among others present from Hongkong were Mr. B. M. Dyer, Mr. R. Baker, Capt. Somerville, Mr. E. A. M. Williams, and the representatives of the Press.

Other Canton guests included Messrs. L. Giles (British Vice-Consul) E. A. Stanton, Guy Thorne, C. S. Paget, L. H. Gilman, Dr. Davenport, A. V. Hogg, A. P. Giles, R. T. Matheson, W. Tigges, J. Helmers, H. Oldenburg, A. Gorin, J. Rale, J. E. Greaves, H. W. Kenny, G. E. Huygen, F. R. J. Adams, — McIlroy and others, including a large number of Chinese officials and business men.

Taotai S.A.H. in the absence of H.E. the Acting Viceroy, proposed "Success to the Canton-Kowloon Railway." The benefits which the line would confer, he said, could scarcely be estimated. He alluded to the change of opinion in China with regard to railways, and said that landowners who drove the surveyors off their property had lived to regret their action and to use the railways to their great financial benefit. He hoped the line of which a section had been opened that day would prove of very great benefit—carrying the people in a short time and at less cost than by other means of communication. It would also be an immense boon to trade, carrying the mails more rapidly and enabling more frequent deliveries, while supplies would be more promptly forwarded. He invited them all to unite with him in wishing prosperity to the railway, and he desired especially to mention in connection with the toast the Managing Director and the Chief Engineer, through whose energy and ability the work had been carried on so quickly and so smoothly.—(Applause).

Mr. E. S. LINDSEY, the Manager and Chief Resident Engineer of the British Section, briefly responded with a few words of congratulation, and he expressed the hope that when the Chinese section of the line was

connected with the British section they would like Tennyson's brook, run on for ever—(Applause).

H.E. CHAO, Managing Director of the Chinese Section of the line, delivered a speech which was afterwards translated by Mr. Chow, his Secretary, as follows:—Your Excellency and Gentlemen—I am greatly indebted to you for the honour you confer on the Administration by your presence at this opening ceremony of the Imperial-Chinese Section of the Canton-Kowloon Railway. As you are all aware, this Railway is to connect Canton with Hongkong and is a most important part of the main-line destined to link South of China with the North. The line consists of two sections. This section, the property of the Imperial Chinese Government, measures 89 miles, while the British Government's section measures 22 miles. The Imperial Chinese Section is divided into three districts. The first district extends from Tai Shu Tou (Canton) to Sien Tsien, the second from Sien Tsien to Wong Lat, and the third from Wong Lat to Sam Chun. The construction in all the three districts was commenced simultaneously in the 8th moon of the 33rd year of Kwong Sui, and many difficulties have been experienced in the execution of the work. First of all, in acquiring land and removing graves, and there were robberies and disturbances of various kinds and for various reasons. Alterations were needed as to the location of the line, the construction of archways over and above embankments, and so forth. One day's delay in the work incurred great unnecessary expenditure of Railway funds and therefore it has been the painful duty of the Administration to cause punishment to be administered to turbulent people, but at the same time with leniency, having regard to local conditions. Our ex-Managing Director, His Excellency Wei Han, took into consideration all points of view, and in association with the Engineer-in-Chief, the Chief Accountant and the Foreign and Chinese Staff spared no pains to have all contentions settled satisfactorily. His Excellency the Viceroy has been so kind as to instruct from time to time the various local Authorities to give adequate protection to the Railway work and so has made it possible for us to make the advance we have made and to complete district No. 1 and open it for traffic. The two remaining districts we expect to complete and open for traffic about the 5th or 6th moon (June-July) of next year. After only a brief tour of my office I am indeed gratified in having this opportunity and I earnestly hope that our section will before long join the British Section. The negotiations for through traffic with the British Section will be arranged in the most amicable manner and will be convenient to the public. I may also add that when the Canton-Hankow Railway is completed we shall be able to journey to Europe by train without a break. The commerce of countries through which the railway passes will greatly develop and the population will be enriched. In conclusion I wish to express my thanks to Mr. Grove, our Engineer-in-Chief, for the valuable services he has rendered, and he will narrate the details of the construction of this Railway.—(Applause).

Mr. FRANK GROVE, the Engineer-in-Chief, said:—Your Excellencies, Gentlemen. It only remains for me to offer a few remarks on the practical aspect of constructional work already completed and to be completed on the Chinese Section. I am often asked a question that it is rather difficult to reply to with confidence, and that is, as to the time of completion of the Chinese Section, and probable opening for through traffic. I can best answer that question now by telling you that the earthwork throughout the line may be said to be completed. On No. 3 District, where there is heavy work, our cutting and banks are so nearly completed that a few weeks will see formation quite ready for rails and ballast. With regard to bridge-work, all small bridges and culverts are completed and our large bridges at Shekhang only require the erection of the remainder of the girders, may tell you that the East River Bridge is practically completed, all girders being on the piers, while the Tung Kan River Bridge, which is somewhat larger than the East River Bridge, is in an advanced state. It therefore can be said that, given good fortune in the erection of the remainder of the girders, the completion of this Railway and its readiness for through traffic depends on expeditious plating and ballasting. There is every reason to believe that by next June or July we shall join up and attain the object of this important joint enterprise, a through train service between Canton and Hongkong. It cannot be said, I fear, that there has been no delay to our work; some obstruction and difficulties have occurred and have been overcome. The limiting factor, however, to the completion of this Railway has been the bridging of the East River Valley and this work, we can reasonably claim, has proceeded expeditiously and, thanks to the assistance of our district engineer, Mr. Dooley, has progressed most satisfactorily.—(Applause)

I don't know whether I should make any reference to the cost of work on the Chinese Section or not. My friend Mr. Lindsey has publicly proclaimed certain figures of cost of the British Section and the impression left in my mind is that the British Section really cost remarkably little per mile. Well, we can make a similar claim to this extent, namely that the work has been done at low rates, and an honest endeavour has been made by one and all to keep down cost, sometimes under many difficulties. Beyond this I shall say nothing, for the financial aspect of a Railway is a thorny problem and needs a better sylogist than myself. I would mention our indebtedness to the various official departments under His Excellency The Viceroy for assistance rendered at some of our

troublous times and for security afforded the Foreign and Chinese staff living in remote places.

I have now a pleasant task to perform, and that is, to ask H.E. Taotai Wei Han, our late Managing Director, to accept from the Foreign Staff of our Railway a present of a silver salver, bowl and jug, in token of our great regard and esteem. During His Excellency Mr. Wei's Managing Directorship, the whole of the land was acquired, all the greater difficulties have been met and overcome, and fractious and obstructive villagers have been pacified, and this without single case of personal injury to the Chinese or foreign staff of this Railway. The Foreign Staff are specially indebted to His Excellency for his courteous consideration, but I am sure I am not saying too much to assert that the Chinese staff and foreigners alike recognise and feel affection towards His Excellency because of his fair-mindedness, his courtesy and his integrity. It has been a pleasure to work under such a gentleman. Harmony and good fellowship have marked the progress of the Railways and will continue, I feel confident, under the direction of His Excellency's genial successor, Mr. Chao. It remains for me to thank the Foreign and Chinese Staff for their loyal and cordial help during the last few years' work. We all feel a justifiable pleasure in seeing the completion of a portion of our work and shall, I think, I may safely say on behalf of all the executive staff, foreign and Chinese, endeavour to maintain the reputation of this Railway. I have now to ask His Excellency Taotai Wei Han to kindly accept this silver plate.—(Applause.)

H.E. WEI HAN accepted this interesting souvenir of his connection with the railway with profuse thanks to the subscribers for their kindly feeling towards him.

Mr. J. W. JAMESON, C.M.G. (British Consul-General at Canton), proposed "Success to Railway Enterprise in China" in an eloquent speech which unfortunately could not be very distinctly heard in a building which did not lend itself to public speaking. He spoke of the railway in China as a tiny sapling transplanted from an exotic soil which first of all chose for its abiding place Shanghai, at the mouth of the Yangtze, where it ought to have received fostering care, but perished of inanition and was eventually borned on the beach of Formosa. The second venture was on the shores of the Gulf of Pechili where it developed into a lusty plant, the roots of which now saw the fruits of my office I am indeed gratified in having this opportunity and I earnestly hope that our section will before long join the British Section. The negotiations for through traffic with the British Section will be arranged in the most amicable manner and will be convenient to the public. I may also add that when the Canton-Hankow Railway is completed we shall be able to journey to Europe by train without a break. The commerce of countries through which the railway passes will greatly develop and the population will be enriched. In conclusion I wish to express my thanks to Mr. Grove, our Engineer-in-Chief, for the valuable services he has rendered, and he will narrate the details of the construction of this Railway.—(Applause.)

H.E. CHAO in cordial terms proposed the health of the guests.

The Hon. Mr. H. E. POLLOCK, K.C. responded in the absence of Mr. Bergholz, Consul General for the United States. In thanking the Railway Administration very heartily for the truly magnificent way in which they had entertained the guests, Mr. Pollock remarked that it was an historic occasion. He dwelt at some length on the immense benefit a system of railways would confer on the Chinese empire, and in conclusion, referring again to the section of railway over which they had travelled that day, said he was very much struck by the smoothness of the track and the good speed of the train.

This concluded the proceedings, and the gathering dispersed.

great

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(Applause).

J. JOHNSTONE, also responding to this toast said:—Excellencies and Gentlemen, Some

18 months since, on the occasion of the laying

of the foundation stone of the station building

of this railway by His Excellency the Viceroy,

Mr. Ross, who then represented the British

and Chinese Corporation said that "Railway

development was China's greatest need,"

and I think in the interval which has

taken place it has become increasingly apparent

to most high Chinese officials that if

this great empire is to progress and assume

her rightful position amongst the nations of

the world she must improve her internal com-

munications so that her boundless natural

resources may be developed and the wealth of

her people, thereby increased. It is pro-

verbial that thin's move but slowly in this

flowery land. Witness the time which has

elapsed since negotiations were first opened

for a loan with which to construct this

Railway (in the year 1897) and the date on

which we are celebrating the actual opening

to traffic of its first 30 miles. Thirteen years

is a long period and though in the case of this

particular railway there were causes for delay

which were outside practical control, still I

think those responsible for such undertakings

would be well advised if they moved with greater

speed, for I feel sure the Chinese Empire as a

whole would benefit thereby. The 24 miles of

line over which we have all travelled to-day

is, I think, a credit to those responsible

for its construction, and on behalf of the

British and Chinese Corporation I desire to

offer congratulations to Mr. Wei Han, Mr.

Chow, Mr. Grove and the entire staff both

Chinese and Foreign, for the excellent work

which they have performed and performed under

difficulties which are but little known to the

outside public. That they have overcome these

difficulties is a matter which reflects credit on

them all, and I hope those directly

responsible for peace and order in the neighbour-

hood will take especial care that the unruly

brigands who infest some neighbouring villages

make it difficult and almost impossible to

carry on work, are duly kept under control.

I make bold to say that had it not been for

these interruptions to work we might have

travelled to-day to Shiklung and back. That

railways may progress in China and bring

prosperity to her people is my fervent hope and

I look forward to the day when it may be my

privilege to pass along the line over which we

have just travelled in a train bearing the

legend "Canton Express" via Canton, Haikow

Peking, Urga and Khabarovsk.—(Applause.)

H.E. WEI HAN in cordial terms proposed the

health of the guests.

The Hon. Mr. H. E. POLLOCK, K.C. responded

in the absence of Mr. Bergholz, Consul General

for the United States. In thanking the

Railway Administration very heartily for the

truly magnificent way in which they had enter-

tained the guests, Mr. Pollock remarked that

he was a cook at the shop, and that his

master had gone to Canton. In a statement

made by him at the police station he said, "I

have nothing to say. The fire broke out upstairs."

Mr. Pollock thought his Worship

after hearing the evidence, would come

to the conclusion that nobody was occupi-

ng the first floor at all the time. After</p

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The Next Race Meeting.

Thefts.

"Ioi Ming," "Kwong Tong" Collision.

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"Wishing Day" in China.

Canton News.

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Hongkong, 6th December, 1910. [1343]

INTIMATIONS

CHINESE IMPERIAL RAILWAY.
CANTON-KOWLOON RAILWAY.

CHINESE SECTION.

NOTICE.

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		No. 1	No. 3	No. 7
		A.M.	Noon	P.M.
7.00	CANTON (Tai Sha Tou)	7.00	12.00	2.00
3.63	SHIUK PAI	7.09	12.09	2.11
		dep.	12	12
7.90	CHE PI	7.23	12.23	2.25
12.59	WU CHUNG	7.28	12.28	2.29
17.03	NAM KONG	7.39	12.39	2.45
21.67	SUN TONG	7.55	12.53	2.59
23.61	TONG MEI	8.10	1.10	3.19
25.54	NGA YEO	8.18	1.18	3.21
29.00	SIEN TSUN	8.23	1.23	3.38

Miles	STATION	Passenger Trains.		
		No. 2	No. 4	No. 8
		A.M.	P.M.	P.M.
3.46	SIEN TSUN	9.15	2.15	4.10
5.39	NGA YEO	9.24	2.24	4.21
7.33	TONG MEI	9.33	2.33	4.30
11.91	NAM KONG	9.39	2.39	4.34
16.42	WU CHUNG	9.44	2.44	4.40
21.10	CHE PI	9.48	2.48	4.42
25.37	SHIUK PAI	10.00	3.00	5.01
29.00	CANTON (Tai Sha Tou)	10.06	3.06	5.01

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Canton, 28th November, 1910. [1350]

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THE LOSS OF THE BEDFORD.

COURT-MARTIAL AT SHEERNESS.

A Court-martial assembled on board the Bulwark, battleship, at Sheerness, on November 14th for the trial of Captain Edward Stanford Fitzherbert, "then having command of His Majesty's ship Bedford, but now borne on the books of H.M.S. Pembroke, for that he, on August 21, 1910, did negligently or by default strand the said Bedford or suffer the said ship to be stranded."

The Court was composed as follows:—Vice-Admiral Sir G. Neville, commanding the Third and Fourth Divisions of the Home Fleet (President); Rear-Admiral W. L. Grant (President); Vice-Admiral W. L. Grant (for special service with the Vice-Admiral commanding Third and Fourth Divisions Home Fleet); Captain A. D. Ricardo (H.M.S. Pembroke); Captain H. J. L. Clarke (Flag Captain to the Commander-in-Chief); Captain F. W. Kennedy (H.M.S. Glory); Captain E. H. Lawes, D.S.O. (H.M.S. Victoria); Captain G. P. Grafton (H.M.S. Victoria); Captain W. Hope (H.M.S. Bulwark); Captain F. J. Krabbe, R.N., Deputy Judge Advocate.

The prosecutor was Captain E. L. Booty, R.N. (H.M.S. President); Captain C. D. Johnson (R.N. War College) appeared as the prisoner's "friend."

The prisoner pleaded "Not guilty."

THE PROSECUTOR'S STATEMENT.

The circumstantial letter stated that the Bedford left Wei-hai-wei about 10 a.m. (China coast time) on August 20th in company with, and under the orders of, the Commander-in-Chief of the China Station in the cruiser Minotaur, the cruisers Monmouth and Kent also being in company. At 10.30 a.m. on August 20th the ship made the general signal "proceed in execution of previous orders"; these were to carry out a passage trial and to proceed to a rendezvous off Nagasaki, west five miles from Iwahama lighthouse. The full-power trial of the Bedford began at 11 a.m. The speed shaped course at 11.40 a.m. S.20 degrees E. to pass about 20 miles off Ross Island on the western side. It took a position fixed by cross-reckoning and a good departure. The average revolutions during this trial were 121.7, giving a greatest possible speed of 20.3 knots; a speed of 19.5 knots was allowed. Subsequent alterations of course were made at 10.15 p.m. (position by dead reckoning); 33deg. 55min. N. 124deg. 43min. E., when the clocks were put on 30 minutes to 10.45 p.m. (Korea time); and at 3.20 a.m. on August 21st (position by dead reckoning); 32deg. 50min. N. 125deg. 00min. E., when the clocks again were put on 30 minutes to 3.50 a.m. (Japanese time). At 4.15 a.m. on August 21st observations were obtained by the lieutenant (N.) of Polaris and Aldebaran, and at 4.20 a.m. the land was first sighted on the port beam by the officer of the watch. A bearing N. 22deg. E. of the land taken by the lieutenant (N.)—which assuming it to be Loney Bluff, or the high land behind it—fitting in on the course with the high land behind it—fitting in on the course with the three miles of the dead reckoning. The result of the Pole Star observation was not obtained until about 4.45 a.m. It put the ship 27 to 28 miles northward of the dead reckoning, and the result was thought to be unreliable on account of the bad horizon. At 4.45 a.m. land was sighted ahead, but being very low and indistinct nothing was decided upon for two indistinct sightings were made on 10.48 a.m. the ship struck on the Samarang Rocks. The order to "stop both engines" was given after the ship had struck. The land sighted at 4.20 a.m. would appear to have been near the western end of Quelpart Island, and that sighted ahead at 4.45 a.m. to have been Barlow Island, which is only some 60ft. high.

The circumstantial letter further stated that no leadmen were in the chains, nor were any soundings taken. No importance was attached to this as at the high speed the ship was steaming and, as having regard to the locality, neither could have been of the least use. The evidence in the case, the letter stated, appeared to indicate that Captain Fitzherbert was to blame in regard to the following points:—

(a) The ship was apparently overloaded. At high speed with a head wind and sea force of both 3 to 4, and the ship's bottom foul, only about half a knot was deducted from the speed that the revolutions could have given under the most favourable conditions.

(b) The two paragraphs in the Sailing Directions referring to the currents in the Yellow Sea (China Sea, Vol. III, page 31, and Japan, Korea, and Adjacent Seas, page 30) state that the currents are principally caused by the winds, but obtain a rate of 18 to 30 miles a day. The wind was from S.E. to S.E. force 3-4, but no allowance was made for a set accordingly, the result being that such alteration of course was made sooner than it would have been had such an allowance been made.

(c) Article 975 of the King's Regulations and Admiralty Instructions, 1906, which state that "and whenever the ship is approaching the land or any shoals, the captain is to take care that the navigating officer keeps a good look-out upon deck" was not complied with in sufficient manner.

(d) That the fact of the land being sighted at 4.20 a.m. then by dead reckoning 24 miles distant, should have been taken as a caution that the dead reckoning was seriously in error. At 4.45 a.m. on the result of the Pole Star sight being obtained this warning was repeated, and there might have been time even to save the ship from being stranded had the captain been on the bridge to act promptly upon it.

(e) That Captain Fitzherbert did not come on the bridge when it was first reported to him at about 4.30 a.m. that land had been sighted.

NAVIGATING OFFICER'S EVIDENCE.

Lieutenant Albert Edward Dixie, navigating officer of the Bedford, deposed that the report of the grounding was signed by Captain Fitzherbert and himself. It was decided between himself and the captain that they should pass within 20 miles of Ross Island on the western side.

The Prosecutor—Does not a more direct course take you on the north-east side of Ross Island?

The witness said there was a more direct course, but he did not consider it so safe, and it is reason for taking the course to bring the ship on the west side of Ross Island, was that there was a big stretch of open water to the westward, and that while the ship was steaming at a high speed, Ross Island would pass at night time; moreover, Ross Island was unlighted.

In answer to further questions the witness stated that to obtain his position it might have been valuable, but he did not consider it advisable to take the other course. The captain concerned in the course taken. The speed of the

vessel was estimated from the revolutions with the deductions as stated in the circumstantial letter.

The prosecutor drew the witness' attention to the fact that in the report of the grounding the revolutions were given at 120.

The witness stated that the three-fifths trial was started at 120 revolutions to obtain a certain horse-power, and when it was found that they did not obtain it the revolutions were increased accordingly. The speed at the time was calculated at 120 revolutions with a deduction of a half, although only 8 was actually taken.

The Prosecutor—When did you first know that the revolutions averaged 121.7?

The Witness.—Soon after the ship struck. The speed was estimated when the revolutions were sent to him a few hours later. He considered that at high speeds the revolutions were trustworthy. The patent log was put over when the trial began, or just before.

It was a "Neptune" high speed log, and was adapted for high speeds, but he did not consider it was trustworthy over 15 or 16 knots. This opinion he based upon his personal experience, and the readings of the log were not taken into consideration when he estimated the Bedford's speeds. He considered that the revolutions were more accurate. At 10.15, when the course was altered to S. 42E., he was on deck. The captain was on deck immediately afterwards. Neither moon nor stars were visible at that time to enable sights to be taken. The captain's order book for August 20th stated that he was to be called when the course was altered, if anything was sighted, at any change of weather, at 2 a.m., and at daylight. There was no allowance made for current from noon to 3.20 a.m. for actual position, except in working out the dead reckoning. The estimate was made mentally, and not on the chart. He could not account for the difference between the dead reckoning position worked up to 8 p.m. on October 20th, which allowed a run of S. 24 degrees E., 177 miles, and the distance logged in the ship's log at 175 miles. He based the tide shown in passing Shantung Promontory.

The witness was questioned at considerable length with regard to the currents on the coast passed by the Bedford. He stated that the weather appeared to be clearing when he arrived on deck at 4 a.m. Nothing was then in sight. He took sights of Polaris and Aldebaran. This took about a quarter of an hour, as they were difficult to obtain owing to the clouds. Before they could be worked out land was sighted on the port side of 420. This he judged to be the high land on Loney Bluff. He could not see any other land then or after, and he decided to obtain a "fix" by alidade and bisection, going into the chart-house to do this. The sighting of high land at 4.20 was not unexpected. His dead reckoning put him about 74 miles from the land he thought it was. His Polar's observation placed him 24 or 26 miles. The altitude was 33.14 N.

The Prosecutor—Having obtained this altitude, did not it appear necessary to take prompt action for the safety of the ship?

The Witness.—The horizon was very bad, and as he could take no Southern star to check the observation, it was quite conceivable that the altitude obtained by this sight was much in error and therefore reliance could not be placed upon it. There being no land in sight ahead, it did not seem necessary to alter course at once.

In further evidence, Lieutenant Dixie said he did not send a report to the captain as the result of these sights; there was scarcely time.

He altered course within two minutes. If the captain had been on deck he would have been able to report to him immediately and action might have been taken. The witness went to the bridge again at 4.45 a.m., and nothing was seen until half a minute later, when low-lying land appeared ahead. The helm was at once put over, a message being sent down to the captain at the same time. When the ship turned under the influence of the helm he sighted a rock underneath the board bow about 100 yards away. He gave the order at once "Hard-a-starboard". He forced he could give the order to stop the engine the ship struck. He then gave the order "Stop" the ship struck. He gave the order immediately afterwards to stop both engines. The ship struck about 15 minutes after the helm was put over. There were no leadmen in the chain nor were any soundings taken.

Cross-examined by the prosecutor, Lieutenant Dixie stated that with regard to the records he should say that the July charts which showed the tide during the monsoon would be much more likely to be correct than the October chart, when the monsoons changed. With regard to the sights, there was no light showing in the sky until after the ship had struck. The horizon was then improving.

By the Court.—The alteration of the course was made with the captain's approval, and the captain was called when the land was first sighted, and he was on his way to the deck when the ship struck. He left an order that he was to be called if the speed dropped below 120 revolutions. Beyond that he had no means of knowing at the end of each watch how many revolutions the ship had travelled during that watch. The patent log was taken every hour. It was rarely that the speed was over 21 knots, except in trials, and then he used six revolutions per mile as the basis according to the Admiralty table. The captain gave no directions as to taking sights. Only one message was sent to the captain until land ahead was sighted. Daylight began to show about half an hour after the ship struck.

The witness said that the ship struck at 11.54 p.m. (Korean time) about ten miles off Nebraska Rock. The current experienced up to then was about three-quarters of a knot per hour, and was more than he expected to experience.

By the prisoner.—Signals were exchanged by wireless between the Kent and the Monmouth as follows:—

From Monmouth to Kent, 8.30 p.m.: If you see Ross Island presently will you give me your position? Our patent log is quite useless. I imagine we have been about 21.5."

The reply was—"I estimated Ross Is'd and to be about 70 miles from the Kent at 8 p.m. We logged just over 20."

EVIDENCE FOR PROSECUTION.

The Court-martial was resumed next day on board the Bulwark.

Lieutenant Morgan Tindall, navigating officer of the Monmouth, stated that the passage trials were begun by the Minotaur, Bedford, Monmouth, and Kent soon after leaving Wei-hai-wei.

The prosecutor.—What side of Ross Island did the Monmouth mark her course to pass?

The witness.—To the westward.

The prosecutor.—Although not in company would not the Monmouth and Bedford, being sister ships, come practically under the same influences as regards wind, sea, tides, and currents, and might they not be expected to be equally affected?

The witness.—That was possible, but it depended upon the state of the bottom of the ships as to the difference in the speed of the two. The speed of the Monmouth at her full-power trial was 121 knots, and speed by revolutions at 22 knots. The speeds were estimated from the revolutions, and half a knot was taken off for the state of the ship's bottom, and half a knot for the wind and sea.

The prosecutor.—It was possible, but it depended upon the state of the bottom; if, therefore, only half a knot was deducted would you have expected to find that the ship was over-loaded?

The witness.—Yes, if only half a knot was deducted.

The prosecutor asked that the track charts of all the vessels in the squadron might be produced, and was informed by the Court that they had been telegraphed for.

Cross-examined by the prosecutor, Lieutenant Tindall said he believed the Monmouth was unlocked in January last. He joined her later and could not say whether she was then docked for cleaning purposes or for adjustment. The course in the log-book of the Monmouth was the actual course and speed through the water on the night of August 20-21. At 4.40 a.m. (Japanese time) the Monmouth's position was lat. 32 deg. 51 min. N., long. 125 deg. 59 min. E. The position of the current would be 1.47 knots. At 4.50 a.m. he altered course to S. 79 degrees E., and later to S. 15 degrees E. The captain came on deck at 4 o'clock, and the witness five minutes afterwards, the captain having sent him to consult with him about altering course. After looking at the chart the witness said S. 50 E., and the order was given to alter to that course. At 12.30 a.m. he believed the Monmouth received a wireless message from the Kent stating that Ross Island bore south-west, but he could not remember the distance. The Monmouth's alteration of course to S. 50 degrees E. was made so as to pass outside the spot where Nebraska Rock was once reported to have existed, approximately 13 miles from Loney Bluff.

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THE ENGINEER'S REPORT.

Engineer-Commander Frederick Charles Williams, of the Bedford, deposed that he was not on the 2nd instant.

The O.S.K. str. Seattle Mar. from Tacoma, arrived at Yokohama on the 1st inst., and is expected to arrive here on or about the 18th instant, via Manila.

The T.K.K. str. Nippon Maru sails from San Francisco on the 2nd ultmo, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 30th instant.

The Indo-China str. Kutang left Calcutta for the Straits and Hongkong on the 2nd ultmo, and is due here on or about the 14th inst.

The Indo-China str. Laisang left Calcutta for the Straits and Hongkong on the 1st inst., and is due here about the 17th instant.

THE CANADIAN MAIL.

The P. M. S. Co. str. Siberia arrived at Manila on the 5th inst. morning, and will leave there on the 6th inst. p.m. and is due here on the 9th inst.

The P. M. S. Co. str. Siberia sailed from San Francisco on the 5th ultmo afternoon, and will leave there on the 6th inst. morning.

The Indo-China str. Laisang left Calcutta for the Straits and Hongkong on the 1st inst., and is due here about the 17th instant.

THE INDIAN MAIL.

The Indo-China str. Kutang left Calcutta for the Straits and Hongkong on the 2nd ultmo, and is due here on or about the 14th inst.

STRAITS SETTLEMENTS STOCKS AND SHARES.
RUBBER COMPANIES.

Par value each share £1. Calls paid up are:	Singapore Fraser & Co's Prices, Oct. 23	Malayan Companies. Dividends	Par value each share £1. Calls paid up are:	Malayan Companies. Dividends	Singapore Fraser & Co's Prices, Oct. 24	Dividends
15/- paid			fy. paid	Malacca Ordinary	61.50	
2/- fy.		50% '10	2/- fy.	Mertininau	5/9	
17/6	14.3		fy.	Merton Syndicate		
fy.			fy.	Mount Austin		
Bakap			fy.	Northborough Est.		
Bantang			70% '10	North Hummock	25%	'03
Batu Caves				Padang Java	3/0	
Batu Kawan				Pandan Johore	2.17.5	125/- '10
Batu Tiga				Pataling	7/10	124/- '10
Beranang Selangor				Perak		10/- '05
Bernam Perak				Pereiro Est.		
Do. Ordinary		3%	'00	Prye		
Bidor				Ratanauf		
B'landa Selangor				Rombia		
Bukit Cloth				Rio	1.15.0pm	
Bukit Kajang		2.5.0		R. Est. of Krian		
Bukit Mertajam				Seagold	11.26	
Bukit Rajah		3/8		Selangor	7.00	15% '10
Bukit Selangors				Selat Rubber	3.00	150% '10
Castlefield		5.1.6		Sempah		
Chankat Sakh R. and Tin.				Sembayan	1.15.0	
Cheresone		3/9		Seramban	4.7.3	15% '10
Cheviot				Serangoon	3.12.6	10% '10
Chota Rubber				Shelford		
Cicely Ordinary		1.18.0	50% '10	Sigiring (N. S.)	2.16.0	
Concord				Singapore Para	7/-	174/- '09
Consol Malay		1.18.0	51% '10	Straits (Bertam)		
Damansara				Stathmore R.		
Denninstown		7.0.0	25% '10	Sungei Bahru	4.17.6	
Entu. Selangor				Sungei Chohi	14/-	25% '10
Fed. Selangor		12.6	15% '10	Sungei Kapar		
Gna Kee R. Est.		30%	'10	Sungei Kraut		
Garing (Malacca)		5.3.9	25%	Sungei Liang	4.6.0	
Goleonda		6.11.6	20%	Sungei Salak	5.2.6	125% '10
Golden Hope				Sungei Way		
Gula-Kalumpong		5.5.0	20%	Third Milo		
H. and Lowlands		12.0.0	100% '09	Tremelby		
Inch Kenneth				Tremelby	10%	'10
Johns Part				Utd. Sua Batong		
Johns R. Lands				Val d'Or Est.	1.19.0	250% '09
Jong-Londor				Vallambrosa		
Jugra (Ordinary)				Trust and Finance Companies.		
Juru Estates				Anglo-Straits R. T.		
K'pong Kuantan				Eastern Internat. Trust	20%	'10
Kauunting "A"				Mid-East Invest.		
Do.		6/4 pm	15% '10	Rubber Plants. Inv. Trust	20%	'09
Kaper Part		9.2.6	20%	P. Share Trust		
Kellas				Strait. M. & Trust.		
Kepang				India, Ceylon, Borneo, Java and Sumatra.		
Killinghall				Anglo-Jars		
Kinta Kelas				Asahan (Sumatra)		
Kian-Kallas				Bangawan R.		
Kota Tinggi		2.3		Beaufort		
Kota Tunpan				Central Sumatra		
Krubong				Indian Peninsula		
Kuala Klang				Java Amalgam.		
Kuala Lumpur				Kimanis		
Kuala Pilai				Manchester		
Kuala Solangor				Nimbalia (Java)		
Labi		15/-	30% '10	Pontianok		
Lamadron		4.15.0	27% '09	Sumatra Para	10/-	33 1/2% '10
Ledbury				Sumatra Props.		
London		3.15.0pm	15% '09	United Serdang	5.5.0	5% '09
Linggi		2.0.0 pm	17% '09	Utd. Sumatra	7.9	20% '10
London Asiatic		2.2.0	100% '10			
Lumut Est.		12/3	105% '10			
Madingay Est.		10/- pm	2/- fy.			
Malacea 7% Cum. Participating Pref.		6.15.0	10/- '09			

SHIPPING IN PORT

STEAMERS

ANOHIN, British str. 1,001. Hinkwitz, 26th Nov.—Bangkok 24th Nov., Rice—Butterfield & Swire.

ARAGONIA, German str. 3,228, C. Meyer, 1st Dec.—Foochow 29th November, General—Hamburg-American Line.

AWA MART, Japanese str. 3,911, S. Ishikawa, 26th Nov.—Seattle and Ports 25th Oct., General—Nippon Yusen Kaisha.

BUOY MART, Japanese str. 1,813, Tuyayang, 25th Nov.—Port Arthur 18th Nov., Coal—Mitsui Bussan Kaisha.

CHANGSHA, British str. 2,269, E. Finlayson, 4th Dec.—Melbourne 30th Oct., General—China Navigation Co. Ltd.

CHARLTON, British str. 2,592, John S. Cave, 29th Nov.—Barry, England, 12th October, Coal—Dowall & Co.

CHIRI, British str. 1,229, Mathias, 4th Dec.—Hsinpo 1st December, Rice—Butterfield & Swire.

DAGNY, Norwegian str. 882, P. Svalenius, 22nd Nov.—Hongay 20th Nov., Coal—Aagard, Thorson & Co.

EMPEROR OF JAPAN, British str. 3,039, H. Pybus, E. N. Dec.—Vancouver 11th Nov., Mails and General—Canadian Pacific Railway Co.

ERROLL, British str. 2,836, L. James, 30th Nov.—Moj 24th Nov., Coal—Stewart, Tonnes & Co.

ESANG, British str. 1,101, Warrick, 3rd Dec.—Newchwang and Daly 27th Nov., Beans—Jardine, Matheson & Co.

HAIRUN, British str. 641, A. Stewart, 29th November—Sweatow 23rd Nov., General—Douglas, Laurak & Co.

HATANG, British str. 1,362, A. E. Hodges, 4th December—Foochow via Swatow 3rd Dec.—General—Douglas, Laurak & Co.

HANGCHOW, British str. 999, W. D. Brymer, 25th Nov.—Newchwang and Chefoo 19th Nov., General—Butterfield & Swire.

JAPAN, British str. 3,656, A. Stewart, 26th Nov.—Moj 24th Nov., General—David Sasseon & Co. Ltd.

KAGOSHIMA MARU, Japanese str. 1,234, Minamikawa, 2nd Dec.—Moron 23rd Nov., Coal—Ataka & Co.

KERGOWAL, German str. 1,117, Joh. Kohler, 7th Nov.—Bangkok 29th October, Rice—Butterfield & Swire.

KIUKIANG, British str. 1,234, Robertson, 30th Nov.—Newchwang via Chefoo 23rd Nov., Beans—Butterfield & Swire.

KWANGTSE, Chinese str. 1,468, Lincoln, 2nd Dec.—Cebu, Iloilo and Manila 1st December, General—Shewan, Tonnes & Co.

K. M. S. N. Co.

KWONGSAM, British str. 1,424, Richard, 1st Dec.—Shanghai and Swab 30th Nov., General—Jardine, Matheson & Co.

LOCKHORN, German str. 1,020, W. Taubert, 24th December—Bangkok 25th November, Rice and Meal—Butterfield & Swire.

HONGKONG TIDE TABLE.

From December 6th to 12th, 1910.

	HIGH WATER	LOW WATER
6 AM	Hongkong Mean Time	Height
6 PM	Hongkong Mean Time	Height
Mon.	No Inferior	1 ft. 6 in.
Tue.	No Inferior	1 ft. 6 in.
Wed.	No Inferior	1 ft. 6 in.
Thur.	No Inferior	1 ft. 6 in.
Fri.	No Inferior	1 ft. 6 in.
Sat.	No Inferior	1 ft. 6 in.
Sun.	No Inferior	1 ft. 6 in.
Mon.	No Inferior	1 ft. 6 in.
Tue.	No Inferior	1 ft. 6 in.
Wed.	No Inferior	1 ft. 6 in.
Thur.	No Inferior	1 ft. 6 in.
Fri.	No Inferior	1 ft. 6 in.
Sat.	No Inferior	1 ft. 6 in.
Sun.	No Inferior	1 ft. 6 in.
Mon.	No Inferior	1 ft. 6 in.
Tue.	No Inferior	1 ft. 6 in.
Wed.	No Inferior	1 ft. 6 in.
Thur.	No Inferior	1 ft. 6 in.
Fri.	No Inferior	1 ft. 6 in.
Sat.	No Inferior	1 ft. 6 in.
Sun.	No Inferior	1 ft. 6 in.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 5th

Previous Day at 8 P.M.	On Date at 10 A.M.	On Date at 1 P.M.
Barometer	30.17	30.27
Temperature	62	60
Humidity	64	71
Wind Direction	North	Calm
Force	1	0
Weather	od	od
Rain	0.03	—

Highest open air Temperature on 4th.... 69

Lowest open air Temperature on 4th.... 53

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AVERAGE MARKET PRICES:

November 24th, 1910.

The Prices are given in Dollar Cents.

SINGAPORE, MAR.

Ma Lang Pa Yak—Beef, sirloin

and prime cut, 1 lb. 20

Ham Ngan Yok—Corned Beef

Shin Ngan Yok—Beef, 1 lb. 20

Ngan Nam—Bacon of Beef

Tong Yok—Beef for soup

Ngan Tok—Beef, 1 lb. 20

Ngan Ngan Chien—Beef Stew

Ngan Lao—Beef Steak Sirloin 1 lb. 20

Ngan La—Beef Steak Sirloin 1 lb. 20

fresh, each 60

Ngan Ngan Lem—corned

Ngan Tan—Beef, 1 lb. 20

Heart, 1 lb. 12

THE LOSS OF THE BEDFORD.

(Continued from Page 5.)

Fitzherbert stated that at 8 p.m. the courses on the chart right through were placed on the assumption that the revolutions of 120 at least would be kept, taking in the allowances above mentioned. The fair log account was thus kept of the actual speed through water, &c. The deck log account was not trusted, as errors of instruments used were not known. With regard to over-logging, an allowance of half a knot throughout was paid for foul bottom, wind, and sea. This, owing to 120 revolutions being exceeded in the three-lifts trial, was actually increased to 0.9 of a knot, for nearly nine hours. The Bedford's bottom was not considered to be foul, to any extent. Since docking the ship had been continually in northern waters, where fouling was generally known not to occur rapidly, unlike the southern ports of the station. The ship had been constantly under way for gunnery practice and had made her speed for revolutions during these; she had also done a passage trial in May, in which on a deeper draught she had done 23.2 knots for 159 revolutions. She had also done a trial in December, 1909, and with a deeper mean draught had not 23.2 knots for 155 revolutions, the state of bottom being recorded as "moderately clean." She had then been nearly ten months out of dock. The propellers had been thoroughly cleaned on August 15 with a view to the trial. The wind was logged in the Bedford up to "4" as a maximum, sea being "3.4"; no swell from the southward. In the long flat ships of this class one would not expect these circumstances to have much effect on the speed. The patient log was not trusted. In ordinary weather it was considered that the revolutions were the best guide. With reference to Article 975 King's Regulations, from his experience of the navigating officer he had never found it necessary to give special orders on the subject, and had given none on this night. He had always found him carry out the regulations applying to him to that effect both in spirit and letter. It was pointed out that the navigating officer actually was on deck before land was within 14 miles, and before it was sighted, at that time he was by dead reckoning about 20 miles from land. With reference to land being sighted at night, with a full moon and high land it was quite expected that land might be sighted. The evidence would show that on subsequent nights the land frequently was sighted at considerable distances; actual fixes were obtained on several occasions of 5 a.m. from the low land. The course was shaped wide of danger to enable it to be kept, even if land was not sighted owing to weather being overcast. The Pole Star observation was considered by the observer a doubtful one; he would have had no hesitation in altering course without the captain being on deck if he had considered it trustworthy. This contingency was allowed for in his (the prisoner's) standing orders.

AN ABNORMAL OCEAN CURRENT.

Having thoroughly considered all the information at his disposal, and also consulted Captain L. E. Power, he decided to adopt a course which should err, if anything, on the safe side. By passing about 26 miles clear of all dangers, he left the bridge at about 10.30 p.m. and turned in his cabin just below the bridge at about 11.30 p.m. Far from having any idea of approaching land, however only slightly anxious about arriving late at the *underground*, next day through adopting such an outside course. He was called in accordance with his night order book at 4.30 a.m. The messenger reported "Quelpart, Island on the port beam." This report was expected, and unfortunately failed to rouse him. The next report received was that the navigating officer was altering course, recognizing this as something unusual in view of his standing order book. He followed the messenger out of his cabin, and was at the foot of the bridge ladder when the ship struck. Before once ordering "collision stations," and seeing the Minotaur approaching, he ordered signals to be made to her by searchlight. The Minotaur altered course at once to seaward and shortly made a signal, "Repeat last signal." He was unable to do this, as by this time steam had failed and the dynamo was stopped. To account for the fact that the ship was out of her course, though utterly unexpected by him (the prisoner), he could only suppose it was due to an abnormal ocean current experienced in weather apparently normal. The existence of this current was borne out by the other ship in company, and to a great extent even by the Kent, whose course, in doing the other ships, was similarly, though not to such a large extent, affected. In the event of this current having been tidal one, it was probable that the Kent would have been most affected. On this account, and from the distance from the land, it would seem to be an ocean current. Various papers will be put forward to show that strong and erratic currents had been experienced in these localities, and also evidence from Captain Tuke.

The papers might be summarized thus—

S.S. Kwangtung.—When W.S.W. of Quelpart on July 5, 1909, a northerly current of 20 miles was experienced in 14 hours. This resulted in Quelpart Island being sighted right ahead.

S.S. Knight of the Garter.—On August 23, 1910, or three days after Bedford commenced, a current of N. 12 deg. E., 17 miles, was experienced in the 35 min. in 23 hr., was experienced W.S.W. of Quelpart, resulting in the ship stranding on the S.W. coast of the island. In this case the Board of Trade inquiry exonerated the captain from all blame owing to the abnormal current.

All this information, Captain Fitzherbert stated, was not within his knowledge at the time. All four ships had made their allowance in the log for the state of bottom, wind, and sea; in each case the actual position differed widely from the true dead reckoning positions worked up from the log. He submitted this was very strong evidence of the existence of a powerful current during the Bedford's run, more especially when the known tidal effect of Shantung and Quelpart was taken into account. The distance the courses were shaped to clear Gifford Island was an allowance made to meet contingencies not otherwise provided for. Very exceptional conditions were not expected, so that this turned out to be insufficient for the case. He pointed out that no other ship seemed to have thought exceptional conditions prevalent. In concluding his statement of defence, Captain Fitzherbert stated that soundings were not considered to have any value as a guide to position and the circumstantial letter concurred in that view.

Lieutenant Ward, navigating officer of the Minotaur, called for the defence, said that he was surprised when the signal was made that the Bedford was ashore.

Captain G. C. Cayley, commanding officer of the ship Minotaur, stated that he was surprised when the Bedford reported she was ashore. He could hardly believe it. He also stated that Captain Fitzherbert did everything possible in the way of saving the Bedford.

After Captain Cayley's evidence the Court adjourned.

NOTICES TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship

"BRASILIA."

Captain Massé, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 6th inst. at 3 P.M.

No Fire Insurance will be effected by us in my case whatever.

This Steamer brings on Cargo:

Ex.s.s. "Thomé de Maro" from Bordeaux.

Ex.s.s. "Guardiana" from Setubal.

Ex.s.s. "Sonnek" from Stettin.

Ex.s.s. "Bruna" from Drammen.

Ex.s.s. "Dronning Sofie" from Stavanger.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 1st December, 1910. [134]

NORDDEUTSCHER LLOYD, BREMEN.

EMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 8th inst. at 9.30 A.M.

All Claims must reach us before the 12th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Under-signed.

This Steamer brings on Cargo:

Ex.s.s. "Camero" from Venice and Catania.

Ex.s.s. "Stamfut" from Smyrna.

Transhipped at Port Said.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents

Hongkong, 1st December, 1910. [15]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO, LEITH HULL, LONDON, AND STRAITS.

THE Steamship

"GLENLOGAN."

Captain McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 8th inst., at 3 P.M.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Under-signed.

Hongkong, 2nd December, 1910. [134]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SHIMOSA."

FROM NEW YORK.

CONSIGNNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Under-signed.

DODWELL & CO., LTD.,

Agents

Hongkong, 2nd December, 1910. [134]

OSAKA SHOSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Co.'s S.S. "PANAMA MARU."

The above-mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, the 10th inst., at Noon, will be landed and stored at Consignees' risk and expense.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 12th inst., at 11 A.M.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSEN KAISHA.

Hongkong, 2nd December, 1910. [134]

NOTICES TO CONSIGNEES

S.S. "VILLE DE LA CIOTAT," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex.s.s. "Medoc" and ex.s.s. "Basque" from Havre and Rouen ex.s.s. "V. de Dunkerque," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 6th inst. at 3 P.M.

No Fire Insurance will be effected by us in my case whatever.

This Steamer brings on Cargo:

Ex.s.s. "Thomé de Maro" from Bordeaux.

Ex.s.s. "Guardiana" from Setubal.

Ex.s.s. "Sonnek" from Stettin.

Ex.s.s. "Bruna" from Drammen.

Ex.s.s. "Dronning Sofie" from Stavanger.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 5th December, 1910. [123]

BARCLAY, PERKINS FAMOUS LONDON STOUT.

Leading Brand

in ENGLAND.

The best that can be obtained.

SOLD EVERYWHERE.

SOLE AGENTS FOR CHINA:

DADY BURJOR & CO.

Wholesale Wine & Spirit Merchants.

[1037]

1037

INTERMEDIATE SERVICE.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO.

TOYO KISEN KAISHA.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fortified and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)

Tons SAILING DATES.

TENYO MARU 21,000 SATURDAY, 10th Dec., at 1 P.M.

KOREA 18,000 17th Dec., at 1 P.M.

NIPPON MARU 11,000 SATURDAY, 31st Dec., at 1 P.M.

SIBERIA 16,000 SATURDAY, 7th Jan., at 1 P.M.

* MANCHURIA 27,000 SATURDAY, 21st Jan., at 1 P.M.

CHIYODA MARU 21,000 SATURDAY, 23rd Jan., at 1 P.M.

MONGOLIA 27,000 SATURDAY, 25th Jan., at 1 P.M.

SHIPPING.

ARRIVALS.

AKI MARU, Japanese str., 3,995, K. Honma, 5th December—Shanghai 2nd December, General—Nippon Yusen Kaisha.
BUJUN MARU, Japanese str., 1,900, S. Yamana, 5th Dec.—Shanghai and Swatow 4th Dec., General—Osaka Shosen Kaisha.
CHENAN, British str., 2,000, Lloyd Jones, 4th Dec.—Shanghai 1st December, General—Butterfield & Swire.
DAGNY, Norwegian str., 882, P. Solveson, 5th Dec.—Hongkong 1st Dec., Coal—Angard, Thorson & Co.
ERNEST SIMONS, French str., 2,890, R. Gorard, 5th December—Yokohama 26th November, General—Messageries Maritimes.
HANOI, French str., 630, J. Pannier, 4th December—Haiphong 25th Nov., Irie and General—A. R. Marti.
INVERCILDE, British str., 1,234, Alexander, 5th Dec.—New York 13th Oct., Oil—Standard Oil Co.
KAIFONG, British str., 987, J. Warmak, 4th Dec.—Iloilo 30th Nov., General—Butterfield & Swire.
LOONHOON, German str., 1,245, Andersen, 5th Dec.—Saigon 30th November, General—Hamburg-Amerika Line.
MICHAEL JENSEN, German str., 950, J. Petersen, 4th Dec.—Hochow 2nd Dec., General—Jensen & Co.
TOUARING, French str., 782, Eric de Catalano, 5th Dec.—Haiphong 2nd Dec., Rice and Cement—Messageries Maritimes.
YUNAN, British str., 1,006, Owen, 4th Dec.—Java and Pekalongan, Sugar—Butterfield & Swire.
ULV, Norwegian str., 5th Dec.—Canton.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

5th December.
Ara Maru, Japanese str., for Shanghai.
Chili, British str., for Haiphong.
Ernest Simons, French str., for Europe, &c.
Hainan, British str., for Swatow.
Japan, British str., for Singapore.
Yunnan, British str., for Hongkong.

DEPARTURES.

5th December.
CALABRIA, Italian cruiser, 4th Dec.—Amoy.
CHENAN, British str., for Canton.
DAGNY, Norwegian str., for Canton.
ESANG, British str., for Canton.
HARDINGE, British troopship, for Singapore.
MONGOLIA, American str., for San Francisco.
PACTING, British str., for Tsingtao.
VILLE DE LA CHOTA, Fr. str., for Shanghai.

SHIPPING REPORTS.

The British str. *Kaifong* reports: Strong N.E. monsoon and heavy sea.
The British str. *Chenan* reports: Strong N.N.W. to N.Easterly gale and high following sea.
The French str. *Touarey* reports: Very bad weather, strong N.E. monsoon and rough sea.

PASSENGERS.

Arrived.
Per *Chenan*, from Shanghai, Mrs Lauriau.
Per *Touarey*, from Haiphong, Mr Grimault and Madame Polot.
Per *Bujiun Maru*, from Shanghai, &c., Mr Gorner, Mr Whiteley, Mr A. G. Wasman and Mrs J. Nurse.
Per *Ville de la Ciotat*, for Hongkong, from Marseilles, Mr Manours, Mr Vanlouen, Rev. Pere M. Marens and Mr Max. P. Engel; from Colombo, Mr and Mrs Loftus; from Singapore, Mrs M. Tambon; for Shanghai, from Marseilles, Mr D. Leoprezo, Mr and Mrs Gillis, Mr and Mrs Couvet and infant, Mr Bourdeau and Mr Torente; from Singapore, Mr A. Ostrerow; from Saigon, Mr Juan Romagosa, Mr and Mrs Giraud, Mr Cegall and Mr Kawai.

Per *Aki Maru*, from Japan, &c., for Hongkong, Mrs J. M. Henderson, Master Hodder, Miss E. H. Moss, Mr E. Ledge, Mr C. Piquit, Mr J. H. Johnson, Mr and Mrs J. L. Galloway, Capt. and Mrs H. S. Taylor, Mr H. Kopwick, Mr A. P. Nobbs, Mr O. Murdoch, Mr and Mrs W. K. Smith, Mr L. Phillips, Mr S. and Mrs G. Christopher, Mr Thasos and Mrs. Danne, Mr K. Okada, Mr Y. Tomigaki, Mr K. Fujii, Mr and Mrs G. N. Lourey; for Ponmang, Miss E. P. Walker and Miss Mary Barton; for Colombo, Mr O. S. Payne; for Port Said, Mr H. Yamamoto; for Marseilles, Mr and Mrs D. Braud, Mr and Mrs Swei, Miss Swei; for London, Mr J. Sato, Mr S. Yoneda and Mr. Araki.

Per *Ernest Simons*, for Hongkong, from Yokohama, Mr Kharinsky; from Shanghai, Mr Bay, Mr G. P. Silva, Mr A. Levy, Messrs Nomtauff, Wilson and Arnold; for Saigon, from Yokohama, Mr A. Delfargueil; from Shanghai, Mr Tressac and Mr Hugentack; for Singapore, from Kote Mees S. Minami, Kumba, Mac and Kitaura; from Shanghai, Mrs P. S. Aaron; for Colombo, from Shanghai, Dr. Mr. Kimble; for Djibouti, from Shanghai, Mr. Pignan, Mr Blaue, Mr Bileet and Mr Yannam; for Marseilles, from Yokohama, Count de Pontin, Vicente de Villiers, Mrs de Briondo, Messrs H. Thomé, Louis Jouve and Wantzell; from Shanghai, Mr L. Smith, Lt. Sockell, Mr. Saision, Mr F. Pila, Mrs Chasseron, Mr and Mrs Emilidoff, Mr Frai, Kignoul and Mr J. F. Maru.

DEPARTED.

Per *Mongolia*, for San Francisco, &c., Mr C. L. Gorham, Mr and Mrs N. Yandina, Mr. Dumbroff, Mr H. Chiman, Mr S. Wolf, Mr and Mrs F. M. Schmitz, Mr C. S. Bishop, Mr H. F. Reller, Capt. and Mrs. Rodger, Wells, U.S.A., Mr and Mrs W. A. Maran, Miss M. D. Smith; Major J. A. Peau, U.S.A., Mr and Mrs C. F. Hendrie, Miss J. F. Hendrie, Miss E. Hendrie, Miss F. Hendrie, Mr and Mrs H. G. Garden, Mrs J. P. Palmer, Mr C. W. Palmer, Mr R. T. Torre, Mr J. Ansone, Dr. W. M. Greenwood, Miss J. R. Greenwood, Mr and Mrs C. E. Ferguson, Mr L. W. Taylor, Dr. Esther Gimson, Mr and Mrs G. H. De Glover, Miss K. De Goyer, Mrs H. Randall, Miss A. W. Hayes, Miss A. Sagerson and Mrs K. J. Hayes.

STEAMERS PASSED THE CANAL.

November 4th—*Hysen*, Polyphemus, Syria, 8th—*Benaki*, Inverclyde, Pembrokeshire, Ruthona, 11th—*Ambria*, Astura Maru, Machaoa, 16th—*Sociedad*, Wolsea Maru, 18th—*Achilles*, Bileia, Alesia, 23rd—*Bentworth*, Glenloch, Goeden, Indrapuri, Nizam, Sunda, 25th—*Antenor*, Brigantia, Glamorganshire, Tournon, 29th—*Breconshire*, C. Perd. Lasie, Cardiganshire, Hitachi Maru, December 2nd—*Glaucus*, Dumbea, Nubia, Palauan, Savonia, Stentor, Indravalli.

ARRIVALS AT HOME.

December 2nd—*Hirano Maru*, Peleus, York, Bandera.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION. VESSEL'S NAME. FLAG & CO. BERTH CAPTAIN. FOR FREIGHT APPLY TO. TO BE DISPATCHED

LONDON, &c., VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	Owen Jones, R.N.E.	P. & O. S. N. Co.	On 10th inst. at Noon.
LONDON, ROTTERDAM & ANTWERP	EDRECONSHIRE	Brit. str.	Tomlinson	JARDINE, MATHESON & CO., LTD.	About 14th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	A. G. Cubitt, R.N.E.	P. & O. S. N. Co.	About 26th inst.
COPENHAGEN	PEKING	Swed. str.	Olof Wijk & Co., LTD.	HAMBURG-AMERIKA LINIE	On 13th inst.
COPENHAGEN & BALTIQUE PORTS	SIAM	Swed. str.	MELCHERS & CO.	HAMBURG-AMERIKA LINIE	About middle of Jan.
COPENHAGEN, ANTWERP & HAMBURG, &c.	BULGARIA	Ger. str.	Jager	HAMBURG-AMERIKA LINIE	16th inst.
HAVRE, BREMEN & HAMBURG, &c.	WESTPHALIA	Ger. str.	Buch	HAMBURG-AMERIKA LINIE	On 9th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	ABALA	Ger. str.	Ernst	HAMBURG-AMERIKA LINIE	24th inst.
HAVRE, BREMEN & HAMBURG, &c.	ARMENIA	Ger. str.	Rohde	HAMBURG-AMERIKA LINIE	To-day.
HAVRE, ROTTERDAM & HAMBURG, &c.	ESTHER SIMONS	Fre. str.	Girard	MISSAGRIES MARITIMES	Day.
HAVRE, ROTTERDAM & HAMBURG, &c.	AKI MARU	Jan. str.	K. Honma	NIPPON YUSEN KAISHA	To-day, at 1 P.M.
HAVRE, ROTTERDAM & HAMBURG, &c.	CANTON	Swed. str.	P. & O. S. N. Co.	Te-morrow, at Daylight	
HAVRE, ROTTERDAM & HAMBURG, &c.	SITONIA	Ger. str.	Olof Wijk & Co., LTD.	On 20th inst.	
HAVRE, ROTTERDAM & HAMBURG, &c.	MISIRIA	Jap. str.	JARDINE, MATHESON & CO., LTD.	On 21st inst.	
HAVRE, ROTTERDAM & HAMBURG, &c.	KAWACHI MARU	Jap. str.	H. Peterson	On 27th inst., P.M.	
HAVRE, ROTTERDAM & HAMBURG, &c.	KLEIST	Ger. str.	O. Fahnke	On 14th inst. at Noon	
HAVRE, ROTTERDAM & HAMBURG, &c.	ARAGONIA	Ger. str.	Meyer	To-day.	
HAVRE, ROTTERDAM & HAMBURG, &c.	SIKH	Brit. str.	DODWELL & CO., LTD.	About 15th inst.	
HAVRE, ROTTERDAM & HAMBURG, &c.	EMPEROR OF JAPAN	Brit. str.	CANADIAN PACIFIC R. CO.	On 17th inst. at 7 A.M.	
HAVRE, ROTTERDAM & HAMBURG, &c.	MONTEAGLE	Brit. str.	CANADIAN PACIFIC R. CO.	On 25th Jan. at Noon.	
HAVRE, ROTTERDAM & HAMBURG, &c.	PANAMA MARU	Jap. str.	OSAKA SHOSEN KAISHA	On 13th inst. at Noon.	
HAVRE, ROTTERDAM & HAMBURG, &c.	INABA MARU	Jap. str.	DODWELL & CO., LTD.	On 3rd Jan. at Noon.	
HAVRE, ROTTERDAM & HAMBURG, &c.	HALLAMSHIRE	Brit. str.	CANADIAN PACIFIC R. CO.	On 15th inst.	
HAVRE, ROTTERDAM & HAMBURG, &c.	AWA MARU	Jap. str.	NIPPON YUSEN KAISHA	On 5th inst.	
HAVRE, ROTTERDAM & HAMBURG, &c.	HONGKONG MARU	Jap. str.	TOY KISEN KAISHA	On 6th inst. at Noon.	
HAVRE, ROTTERDAM & HAMBURG, &c.	YAWATA MARU	Jap. str.	NIPPON YUSEN KAISHA	On 21st inst.	
HAVRE, ROTTERDAM & HAMBURG, &c.	HERCULES	Nor. str.	T. Sokino	PORTLAND & ASIA'S S. CO.	On 22nd inst. at Noon.
HAVRE, ROTTERDAM & HAMBURG, &c.	TENYO MARU	Jap. str.	Geo. Ejerk	TOYOKAISAN KAISHA	On 17th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	CHINA	Am. str.	W. Davison	PACIFIC MAIL S.S. CO.	On 10th inst. at 1 P.M.
HAVRE, ROTTERDAM & HAMBURG, &c.	KOREA	Brit. str.	E. Finlayson	PACIFIC MAIL S.S. CO.	On 14th inst. at 1 P.M.
HAVRE, ROTTERDAM & HAMBURG, &c.	CHANGSHA	Brit. str.	H. Baegener	BUTTERFIELD & SWIRE	On 17th inst. at 4 P.M.
HAVRE, ROTTERDAM & HAMBURG, &c.	NIKKO MARU	Ger. str.	M. Yagi	MELCHERS & CO.	On 31st inst. at D'Light
HAVRE, ROTTERDAM & HAMBURG, &c.	ATSUTA MARU	Ger. str.	Wm. Thompson	TOY KISEN KAISHA	On 20th Jan. at Noon
HAVRE, ROTTERDAM & HAMBURG, &c.	COBLENZ	Ger. str.	H. Raegener	NIPPON YUSEN KAISHA	On 8th inst. at 5 P.M.
HAVRE, ROTTERDAM & HAMBURG, &c.	NIKKO MARU	Brit. str.	F. Wheeler	OSAKA SHOSEN KAISHA	On 9th inst. at Noon.
HAVRE, ROTTERDAM & HAMBURG, &c.	YUIMAI	Brit. str.	S. H. Bolson	JARDINE, MATHESON & CO., LTD.	Quick despatch.
HAVRE, ROTTERDAM & HAMBURG, &c.	KWONGSAM	Brit. str.	A. A. Campbell	JARDINE, MATHESON & CO., LTD.	To-morrow, at Daylight
HAVRE, ROTTERDAM & HAMBURG, &c.	GEORGY APOAE	Brit. str.	L. E. Spicer, R.N.D.	JARDINE, MATHESON & CO., LTD.	To-day, at 3 P.M.
HAVRE, ROTTERDAM & HAMBURG, &c.	HUNG-SANG	Brit. str.	Fred Pyne	JARDINE, MATHESON & CO., LTD.	On 7th inst. at Noon
HAVRE, ROTTERDAM & HAMBURG, &c.	BUJON MARU	Brit. str.	G. Baile	JARDINE, MATHESON & CO., LTD.	On 8th inst. at 8 A.M.
HAVRE, ROTTERDAM & HAMBURG, &c.	WOSANG	Brit. str.	G. Dohren	MELCHERS & CO.	On 8th inst. at 4 P.M.
HAVRE, ROTTERDAM & HAMBURG, &c.	CHERAN	Brit. str.	R. A. Peters	HAMBURG-AMERIKA LINIE	About 14th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	HIMALAYA	Brit. str.	Hildebrandt	MELCHERS & CO.	On 15th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	CETION MARU	Brit. str.	F. J. Fox	HAMBURG-AMERIKA LINIE	On 22nd inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	KUTTSANG	Brit. str.	A. Pander	P. & O. S. N. CO.	On 30th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	GOEBEN	Brit. str.	H. A. R. Stewart	P. & O. S. N. CO.	On 12th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	SCANDIA	Brit. str.	W. C. Passmore	OLOF WIJK & CO., LTD.	On 14th inst. at Noon
HAVRE, ROTTERDAM & HAMBURG, &c.	SIAM	Brit. str.	J. W. Evans	JARDINE, MATHESON & CO., LTD.	On 14th inst. at 4 P.M.
HAVRE, ROTTERDAM & HAMBURG, &c.	SUNDA	Swed. str.	H. A. H. Stewart	BUTTERFIELD & SWIRE	On 15th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	NIPPON	Ger. str.	F. Sembl	BUTTERFIELD & SWIRE	On 21st inst. at 4 P.M.
HAVRE, ROTTERDAM & HAMBURG, &c.	SLAVONIA	Brit. str.	M. Sembill	MELCHERS & CO.	Middle of Dec.
HAVRE, ROTTERDAM & HAMBURG, &c.	NUBIA	Brit. str.	N. Nomura	NIPPON YUSEN KAISHA	On 13th inst. at Noon
HAVRE, ROTTERDAM & HAMBURG, &c.	TUJEWONG	Brit. str.	Bolsito	CARLOWNE & CO., LTD.	To-day, at 1 P.M.
HAVRE, ROTTERDAM & HAMBURG, &c.	SOSHU MARU	Brit. str.	A. Stewart	DAVID SASSON & CO., LTD.	On 17th inst. at Noon
HAVRE, ROTTERDAM & HAMBURG, &c.	DAIJIN MARU	Brit. str.	M. B. Lake	JARDINE, MATHESON & CO., LTD.	Quick despatch.
HAVRE, ROTTERDAM & HAMBURG, &c.	KIUKIANG	Brit. str.	Zwart	JAVA-CHINA-JAPAN LINE	
HAVRE, ROTTERDAM & HAMBURG, &c.	HAIMUN	Brit. str.			
HAVRE, ROTTERDAM & HAMBURG, &c.	HACHING	Brit. str.			
HAVRE, ROTTERDAM & HAMBURG, &c.					

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
HANGHAI	HIMALAYA Capt. L. E. S. Spicer, R.N.E.	About 9th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE Capt. Owen Jones, R.N.E.	Noon, 10th Dec.	See Special Advertisement.
SHANGHAI, MOJI, KOBE, SUNDA and YOKOHAMA	Capt. R. A. Peter	About 16th Dec.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, ANG. COLOMBO, PORT SAID and MARSEILLES	SOMALI Capt. A. G. Cubitt, R.N.E.	About 28th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 30th Dec.	Freight and Passage.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 5th December, 1910

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
BAIPHONG	"CHIHLI"	On 6th Dec., Noon.
MANILA	"KAIKONG"	On 6th Dec., 4 P.M.
AMOY & SHANGHAI	"KUICHLANG"	On 6th Dec., 4 P.M.
SHANGHAI	"CHENAN"	On 8th Dec., 4 P.M.
MANILA	"TEAN"	On 13th Dec., 3 P.M.
ILOIO & CEBU	"SUNGKLANG"	On 17th Dec., 4 P.M.
MANILA, ZAMBANGA, THUAS-		
DAY ISLAND, COOKTOWN,	"CHANGSHA"	On 17th Dec., 4 P.M.
CAIRNS, TOWNSVILLE, BRIS-		
BANE, SYDNEY & MELBOURNE		

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

S.S. "SHANGHAI LINE".

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 6th December, 1910.TELEPHONE 36
AGENTS. [10]

**SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATES OF SAILINGS.
COPENHAGEN	"PEKING"	On 15th December.
MARSEILLES & COPENHAGEN	"CANTON"	On 20th December.
SHANGHAI, YOKOHAMA & KOBE	"NIPPON"	On 22nd December.
For Freight and Further Particulars, apply to		TELEPHONE NO. 171.
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.		[108]
Hongkong, 25th November, 1910.		

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

**FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.**

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 6th Dec., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 9th Dec., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 13th Dec., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 3rd December 1910. [9]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

**RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG & VLADIVOSTOCK**

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 15th December.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTIK PORTS	"SIAM"	About middle of Jan.
For Further Particulars apply to	MELCHERS & CO., Agents.	[16]
Hongkong, 5th November 1910		

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"KWONGSANG"	Wedday, 7th Dec., D'light
SHANGHAI	"TINGSANG"	Wedday, 7th Dec., Noon.
SHANGHAI	"WOSANG"	Thursday, 8th Dec., Noon.
MANILA	"LOGNSANG"	Saturday, 10th Dec., Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Wedday, 14th Dec., Noon.
MANILA	"YUENSANG"	Saturday, 17th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 17th Dec., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The Steamer "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobo (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Ext. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGER.

Hongkong, 6th December, 1910. [14]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY ANDTHE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, BC & TACOMA	"PANAMA MARU"	6,059	TUESDAY, 13th Dec., at Noon
VICTORIA, BC & TACOMA	"SEATTLE MARU"	6,182	TUESDAY, 28th Dec., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted zooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING & TAKAO VIA SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 7th Dec., at 8 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU"	THURSDAY, 8th Dec., at 8 A.M.
TAMSU VIA SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 11th Dec., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1ST CLASS.	2ND CLASS.	3RD CLASS.
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

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PHILIPPINES S.S. CO.

HONGKONG, 2nd December, 1910.

PHILIPPINES S.S. CO.

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